



## MEMORANDUM

**Date:** January 8, 2016  
**To:** Wendy Rhoades, Case Manager  
**CC:** Charles Brigance, P.E., Carlson, Brigance & Doering, Inc.  
**Reference:** Sun Chase PUD TIA  
 Zoning Case: C814-2012-0163

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) for the Sun Chase PUD, dated October 2, 2015, and offers the following comments:

**TRIP GENERATION**

The proposed Sun Chase PUD is a 1,604-acre development located in the northwest quadrant of the Pearce Lane and Wolf Lane intersection and within the limited-purpose jurisdiction of the City of Austin. The subject property counts with approved subdivision preliminary plans but is currently undeveloped and not zoned. The proposed zoning is Planned Unit Development (PUD) and it is to be a mixed-use development consisting of single-family homes, mixed residential, multi-family apartments, mixed commercial uses, an elementary school, a junior high school, a wastewater treatment plant, a fire station, and parkland. The Sun Chase PUD is comprised of four approved Municipal Utility Districts (MUDs) and is to be built in three phases with an estimated full build-out in the year 2031.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE Trip Generation, 9th Edition), the proposed PUD development is estimated to generate approximately 5,622 unadjusted AM peak-hour trips (PHTs) and 7,696 unadjusted PM peak-hour trips upon build-out as shown in Table 1. However, ITE Trip Generation 9<sup>th</sup> Ed. allows adjusted trip rates applicable to certain land uses resulting in reduced trips to/from the site and identified as either pass-by traffic or internal-capture trips. Accordingly, Table 2 indicates 4,798 adjusted trips during the morning peak-hour (AM) and 5,642 trips during the evening peak-hour (PM). In addition, please see Exhibit "A" for a breakdown of the proposed land uses for each MUD along with their corresponding size, ITE code, and trip generation.

**Table 1. Summary of Unadjusted Peak-Hour Trip Generation (PHTs)**

Municipal Utility District (MUD)	ADT	AM Peak Hour			PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit
MUD No. 1 Total Unadjusted Trips	14,168	739	234	505	956	564	392
MUD No. 2 Total Unadjusted Trips	29,149	1,740	762	978	2,338	1,229	1,109
MUD No. 3 Total Unadjusted Trips	14,940	1,356	487	869	1,460	838	622
MUD No. 4 Total Unadjusted Trips	35,876	1,787	800	987	2,942	1,515	1,427
<b>Total Unadjusted Trips (MUDs 1-4)</b>	<b>94,133</b>	<b>5,622</b>	<b>2,283</b>	<b>3,339</b>	<b>7,696</b>	<b>4,146</b>	<b>3,550</b>

**Table 2. Summary of Adjusted Peak-Hour Trip Generation (PHTs)**

		AM Peak Hour			PM Peak Hour		
<b>Municipal Utility District (MUD)</b>	<b>-</b>	<b>Total</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>	<b>Enter</b>	<b>Exit</b>
MUD No. 1 Total Adjusted Trips	-	593	164	429	745	458	287
MUD No. 2 Total Adjusted Trips	-	1,422	599	823	1,556	849	707
MUD No. 3 Total Adjusted Trips	-	1,261	439	822	1,282	751	531
MUD No. 4 Total Adjusted Trips	-	1,522	666	856	2,058	1,086	972
<b>Total Adjusted Trips (MUDs 1-4)</b>	<b>-</b>	<b>4,798</b>	<b>1,867</b>	<b>2,930</b>	<b>5,641</b>	<b>3,144</b>	<b>2,497</b>

**DATA ASSUMPTIONS**

1. The annual growth rates for the Sun Chase PUD were based on the traffic projections using the CAMPO long range travel demand model for an 18-year period until full build-out in 2031. Varying growth rates with an average 1.029% annual growth was used for this proposed development. In addition, background traffic volumes for 2031 included the estimated traffic volumes for the Sun Chase MUDs 1, 2, 3, and 4.
2. Pass-by trip reductions are allowed for certain commercial uses based on data provided in the ITE Trip Generation, 9<sup>th</sup> Edition. A pass-by reduction of 34% was allowed for the retail uses only during the PM peak period. A 49% pass-by reduction was allowed in the AM peak period and 50% in the PM peak period for the fast-food restaurants with drive-thru windows. No pass-by reductions during the AM peak and PM peak periods were allowed for any of the other proposed land uses.
3. ITE Trip Generation, 9th Edition, allows an internal capture trip reduction for large, mixed-use developments because a percentage of the vehicle trips will occur wholly within the PUD. Based on ITE guidelines, a 5% internal capture reduction was allowed only for the retail uses and fast-food restaurants with drive-thru windows during the AM and PM peak periods. No internal capture reductions during the AM peak and PM peak periods were allowed for any of the other proposed land uses.
4. No reductions were taken for transit use during any period of the analysis. However, Capital Metro service may expand its service to this development in the future.
5. Based on the TIA's scope of work, traffic counts were taken at various key locations to establish the circulation characteristics of the roadways in the study area. The traffic counts taken in conjunction with data from CAMPO and other sites formed the basis for the future traffic assumptions in the study area.

**EXISTING AND PLANNED ROADWAYS**

**Pearce Lane** – Pearce Lane is built as a two-lane roadway between SH 130 to east of Wolf Lane. The CAMPO 2035 Regional Transportation Plan calls for the widening of the roadway in the vicinity of Ross Road to a four-lane arterial (MAD-4) with bike lanes. The TIA assumed that the planned construction for this road would be completed by 2031. Pearce Lane is listed as Bike Route No. 70 in the Bicycle Plan. Per the approved phasing agreement by Travis County, the TIA assumes that the segment of Pearce Lane adjacent to the Sun Chase PUD will be widened to four lanes with a center turn lane at the major intersections.

**SH-71** – This state highway is located approximately 2 miles north of the proposed Sun Chase PUD and is maintained by the Texas Dept. of Transportation (TxDOT). SH-71 is classified as a MAD-4 in the Austin Metropolitan Area Transportation Plan. SH-71 is listed as Bike Route No. 418 in the Bicycle Plan. The 2009 traffic volume on SH-71 east of SH 130 was approximately 30,000 vehicles per day (vpd).

**Wolf Lane** – This road exists as a two-lane roadway between SH-71 to the south of Pearce Lane. Wolf Lane creates the eastern boundary for the Sun Chase PUD. Wolf Lane is listed as Bike Route No. 79 in the Bicycle Plan. The CAMPO 2035 Regional Transportation Plan does not indicate any planned improvements to this roadway. However, the TIA assumes that this roadway will be widened to at least a three-lane undivided road (two travel lanes with a center turn lane) along the frontage of the Sun Chase PUD.

**Ross Road (North)** – Currently, this roadway is built as a two-lane undivided road between SH 71 and Pearce Lane. The 2035 CAMPO Regional Transportation Plan calls for this road to be widened to a four-lane divided arterial w/bike lanes (MAD 4) between 2026 and 2035. Ross Road is listed in the Bicycle Plan as Bike Route No. 73. The TIA assumes that this roadway will be widened to a MAD-4 with bike lanes by 2031.

**Ross Road (South)** – Ross Road is built as a two-lane undivided road south of Pearce Lane. The 2035 CAMPO Regional Transportation Plan calls for this road to be widened to a four-lane divided arterial w/bike lanes (MAD 4) between 2026 and 2035. The TIA assumes that this roadway will be widened to that standard by 2031.

**Linden Lane** – This roadway is currently a two-lane undivided road south of Pearce Lane. The 2035 CAMPO Regional Transportation Plan does not recommend any improvements to this road. Currently, this road is not listed in the Bicycle Plan.

**Meurer Lane** – This roadway is located north of the Sun Chase PUD and is currently a two-lane undivided road. The 2035 CAMPO Regional Transportation Plan does not recommend any improvements to this road. Currently, this road is not listed in the Bicycle Plan.

## **TRAFFIC ANALYSIS**

The impact of site development traffic on the existing area roadways was analyzed. Four time periods and travel conditions were evaluated:

- Pre-development Conditions (Existing)
- Phase IA Completion Conditions (2019)
- Phase IB Completion Conditions (2021)
- Phase II Full Build-Out Conditions (2031)

## **INTERSECTION LEVEL OF SERVICE (LOS)**

The TIA analyzed 12 intersections, 10 of which are or would be signalized. Table 3 shows the existing levels of service (LOS). Tables 4, 5, and 6 indicate the projected levels of service for each planned phase of development. The projected levels of service for these analyzed intersections include two conditions: 1) with Background Traffic Only (Forecasted) and 2) with Total Traffic (PUD + Forecasted) for all three planned phases of development (2019, 2021, and 2031), assuming that the improvements recommended in the TIA are built.

**Table 3. Existing Intersection Levels of Service (LOS)**

Intersection	AM Delay	AM LOS	PM Delay	PM LOS
Ross Rd. West/Pearce Ln.:				
• Overall	2.7	A	2.1	A
• NB Left/Right	13.3	B	15.5	C
• WB Left/Thru	7.7	A	9.0	A
Ross Rd. East/Pearce Ln./Los Cielos Blvd.	7.1	A	13.4	B
Linden Ln./Pearce Ln.:				
• Overall	2.1	A	3.8	A
• NB Left/Right	11.7	B	12.2	B
• WB Left/Right	7.4	A	8.0	A
Wolf Ln./Pearce Ln.*:				
• Overall	9.9	A	9.4	A
• NB Left/Thru/Right	9.2	A	8.4	A
• EB Left/Thru/Right	8.4	A	10.1	B
• WB Left/Thru/Right	10.7	B	8.3	A
• SB Left/Thru/Right	8.5	A	8.7	A
Meurer Ln./Wolf Ln.:				
• Overall	0.2	A	1.1	A
• NB Left/Thru	0.0	A	7.4	A
• EB Left/Right	9.3	A	9.4	A
SH 71/Wolf Ln./Buck Ln.:				
• Overall	5.6	A	3.0	A
• NB Left/Thru/Right	94.2	F	130.5	F
• EB Left	17.2	C	11.3	B
• WB Left	10.2	B	18.5	C
• SB Left/Thru/Right	63.7	F	33.3	D

\* All way stop control

**Table 4. Projected Levels of Service (LOS)****Phase IA (2019) Intersection LOS  
with Background Traffic Only**

Intersection	AM Delay	AM LOS	PM Delay	PM LOS
Ross Rd. West/Pearce Ln.:				
• Overall	2.1	A	2.1	A
• NB Left/Right	13.3	B	17.1	B
• WB Left	7.6	A	9.4	A
Ross Rd. East/Pearce Ln./Los Cielos Blvd.	6.5	A	16.2	B
Linden Ln./Pearce Ln.:				
• Overall	1.8	A	1.4	A
• NB Left/Right	15.3	B	12.3	B
• WB Left	7.8	A	8.2	A
Wolf Ln./Pearce Ln.*	9.2	A	9.3	A
Meurer Ln./Wolf Ln.:				
• Overall	0.1	A	0.5	A
• NB Left	0.0	A	7.4	A
• EB Left/Right	9.4	A	9.2	A
SH 71/Wolf Ln./Buck Ln.	9.5	A	6.7	A

**Phase IA (2019) Intersection LOS  
with Total Traffic**

Intersection	AM Delay	AM LOS	PM Delay	PM LOS
Ross Rd. West/Pearce Ln.:				
• Overall	2.2	A	2.2	A
• NB Left/Right	15.7	C	21.0	C
• WB Left	7.7	A	10.0	A
Ross Rd. East/Pearce Ln./Los Cielos Blvd.	9.2	A	37.2	D
Sweet Pea Dr./Pearce Ln.	15.5	B	16.1	B
Sun Chase Pkwy./Pearce Ln.	16.0	B	15.5	B
Linden Ln./Pearce Ln.:				
• Overall	2.4	A	1.6	A
• NB Left/Right	28.7	D	17.5	B
• WB Left	8.6	A	8.7	A
Wolf Ln./Pearce Ln.*	12.1	B	11.3	B
Meurer Ln./Wolf Ln.:				
• Overall	0.0	A	0.2	A
• NB Left	0.0	A	7.7	A
• EB Left/Right	10.7	B	10.6	B
SH 71/Wolf Ln./Buck Ln.	10.4	B	11.1	B

\* All way stop control.

**Table 5. Projected Levels of Service (LOS)****Phase IB (2021) Intersection LOS  
with Background Traffic Only**

Intersection	AM Delay	AM LOS	PM Delay	PM LOS
Ross Rd. West/Pearce Ln.:				
• Overall	2.5	A	2.6	A
• NB Left/Right	15.3	C	21.2	C
• WB Left	7.7	A	10.	A
Ross Rd. East/Pearce Ln./Los Cielos Blvd.	11.5	B	19.9	B
Linden Ln./Pearce Ln.:				
• Overall	2.0	A	1.9	A
• NB Left/Right	13.5	B	13.2	B
• WB Left	7.5	A	8.5	A
Wolf Ln./Pearce Ln.*	9.4	A	9.6	A
Meurer Ln./Wolf Ln.:				
• Overall	0.1	A	0.5	A
• NB Left	0.0	A	7.4	A
• EB Left/Right	9.5	A	9.3	A
SH 71/Wolf Ln./Buck Ln.	11.2	B	8.6	A

**Phase IB (2021) Intersection LOS  
with Total Traffic**

Intersection	AM Delay	AM LOS	PM Delay	PM LOS
Ross Rd. West/Pearce Ln.:				
• Overall	3.7	A	5.2	A
• NB Left/Right	30.9	D	56.7	F
• WB Left	8.1	A	11.9	B
Ross Rd. East/Pearce Ln./Los Cielos Blvd.	44.3	D	40.3	D
Sweet Pea Dr./Pearce Ln.	19.1	B	19.8	B
Sun Chase Pkwy./Pearce Ln.	25.8	C	22.3	C
Linden Ln./Pearce Ln.:				
• Overall	5.4	A	4.6	A
• NB Left/Right	70.9	F	54.8	F
• WB Left	9.0	A	10.1	A
Wolf Ln./Pearce Ln.*	18.6	C	24.7	C
Meurer Ln./Wolf Ln.:				
• Overall	0.0	A	0.1	A
• NB Left	0.0	A	8.2	A
• EB Left/Right	13.5	B	14.4	B
SH 71/Wolf Ln./Buck Ln.	17.8	B	36.5	D

\* All way stop controlled.



**Table 6. Projected Levels of Service (LOS)****Phase II (2031) Intersection LOS  
with Background Traffic Only**

Intersection	AM Delay	AM LOS	PM Delay	PM LOS
Ross Rd. West/Pearce Ln.	9.6	A	14.3	B
Ross Rd. East/Pearce Ln./Los Cielos Blvd.	11.6	B	16.3	B
Linden Ln./Pearce Ln.	10.8	B	9.4	A
Wolf Ln./Pearce Ln.	12.6	B	20.2	C
Meurer Ln./Wolf Ln.:				
• Overall	0.0	A	0.3	A
• NB Left	0.0	A	7.5	A
• EB Left/Right	10.0	B	9.9	A
SH 71/Wolf Ln./Buck Ln.	25.4	D	29.8	C

**Phase II (2031) Intersection LOS  
with Total Traffic**

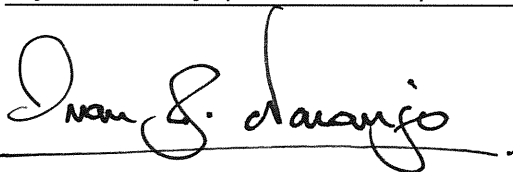
Intersection	AM Delay	AM LOS	PM Delay	PM LOS
Ross Rd. West/Pearce Ln.	13.8	B	32.3	C
Ross Rd. East/Pearce Ln./Los Cielos Blvd.	22.5	C	39.9	D
Sweet Pea Dr./Pearce Ln.	14.6	B	13.8	B
Sun Chase Pkwy./Pearce Ln.	27.8	C	25.7	C
Linden Ln./Pearce Ln.	12.8	B	12.9	B
Rumworth Dr./Pearce Ln.				
• Overall	6.6	A	14.0	B
• EB Left	14.0	B	16.3	C
• SB Left	87.0	F	323.9	F
• SB Right	22.1	C	17.0	C
Wolf Ln./Pearce Ln.	19.5	B	46.3	D
Misu Dr. South/Wolf Ln.	8.7	A	10.3	B
Waterton Wave Dr./Wolf Ln.	3.8	A	8.9	A
Wateree Dr./Wolf Ln.	7.2	A	8.6	A
Meurer Ln./Wolf Ln.:				
• Overall	0.0	A	0.1	A
• NB Left	0.0	A	12.8	B
• EB Left/Right	29.0	D	35.2	E
SH 71/Wolf Ln./Buck Ln.	44.5	D	143.3	F

**RECOMMENDATIONS**

- 1) Please see Exhibit "B" for a summary of traffic improvements recommended with the TIA.
- 2) The revised cost estimate for the recommended traffic improvements has not yet been approved by Travis County. The approval of the cost estimates is required prior to 3<sup>rd</sup> reading. Per Travis County, the fiscal posting for the traffic improvements will be deferred to the subdivision stage in accordance with the approved traffic phasing agreement.
- 3) Prior to full purpose annexation, the TIA may be amended, as required by Travis County. After full purpose annexation, the approved TIA may be amended as required by the City of Austin. Travis County recommends that the TIA and its subsequent amendments be kept on file at the Development Services Department of the City of Austin.
- 4) Development of the PUD should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA and all roadways should comply with the intent of the City of Austin's Complete Streets Policy and as approved by Travis County.
- 5) Additional right-of-way for Pearce Lane and Wolf Lane shall be dedicated during the subdivision platting stage.
- 6) Development of this property should not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.
- 7) Due to the size and complexity of the proposed development, trip generation should be analyzed to ensure compatibility within the assumptions of the TIA as each section/phase within the PUD is developed.
- 8) Development of the PUD shall be in accordance with the Superiority Table for Tiers I & II.

If you have any questions or require additional information, please contact me at 974-7649.

---



Ivan J. Naranjo, MBA, Senior Transportation Planner  
Transportation Review Staff – Land Use Review Division  
City of Austin – Development Services Department



**EXHIBIT "A"****Sun Chase PUD****MUDs No. 1 - 4 Trip Generation\***

MUD Sec.	Use	Size	ITE Code	Unadjusted Volumes							Adjusted Volumes					
				ADT	AM Total	AM In	AM Out	PM Total	PM In	PM Out	AM Total	AM In	AM Out	PM Total	PM In	PM Out
	Single Family	470	210	4,361	339	85	254	423	267	156	332	83	249	415	262	153
1 a	Retail Lot 1 Total	28,000		7,557	223	114	109	320	158	162	87	46	41	122	60	62
	Retail Sub-Total	24,500	820	1,046	24	15	9	91	44	47	23	14	9	55	27	29
	Convenience Store w/ Gas	12	853	6,511	199	99	100	229	114	115	64	32	32	67	33	33
1 b	Townhome	45	230	321	27	5	22	31	21	10	26	5	22	30	21	10
1 c	Multi-Family	298	220	1,929	150	30	120	182	118	64	147	29	118	178	116	63
	MUD 1 Total			14,168	739	234	505	956	564	392	593	164	429	745	458	287
2 a	Elementary School	800	520	1,032	360	200	160	120	56	64	288	160	128	96	45	51
2 b	Retail	23,700	820	2,664	65	40	25	228	110	118	62	38	24	82	40	42
2 c	Office	30,700	710	535	74	65	9	113	19	94	71	62	9	109	18	90
2 d	Retail Center			12,329	455	240	215	698	343	355	229	126	103	280	138	142
	Fast Food w/ Drive-Thru	3,500	934	1,736	159	81	78	114	59	55	73	37	36	50	26	24
	Gas Station w/Convenience Store	12	853	6,511	199	99	100	229	114	115	64	32	32	67	33	33
	Retail	45,700	820	4,082	97	60	37	355	170	185	92	57	35	163	79	85
2 e	Retail Center	37,600		3,596	86	53	33	311	149	162	82	50	31	134	65	70
2 f	Multi-Family	200	220	1,336	102	20	82	128	83	45	100	20	80	125	81	44
2 g - h	Townhome	145	230	889	70	12	58	82	55	27	69	12	57	80	54	26
	Single Family West	134	210	1,375	104	26	78	137	86	51	102	25	76	134	84	50
	Single Family East	592	210	5,393	424	106	318	521	328	193	420	105	315	516	325	191
	MUD 2 Total			29,149	1,740	762	978	2,338	1,229	1,109	1,422	599	823	1,557	849	707
	Single Family	439	210	4,096	317	79	238	398	251	147	311	77	233	390	246	144
3 a	Townhome	167	230	1,005	78	13	65	92	61	31	76	13	64	90	60	30
3 b - e	Townhome	354	230	1,932	142	24	118	169	114	55	139	24	116	166	112	54
3 f - g	Townhome	255	230	1,452	109	19	90	130	87	43	107	19	88	127	85	42
3 j	Elem School	800	520	1,032	360	200	160	120	56	64	288	160	128	96	45	51
3 k	Retail	16,900	820	2,138	53	33	20	182	87	95	50	31	19	54	26	28
3 l	Office	37,900	710	628	88	77	11	121	21	100	85	74	11	116	20	96
3 m	Multi-Family	418	220	2,657	209	42	167	248	161	87	205	41	164	243	158	85
	MUD 3 Total			14,940	1,356	487	869	1,460	838	622	1,261	439	822	1,282	751	531
4 a - c	Commercial			19,458	809	521	288	1,423	622	801	568	395	173	859	349	510
	Office	129,400	710	1,597	235	207	28	223	38	185	226	199	27	214	36	178
	Gas Station w/Convenience Store	12	853	6,511	199	99	100	229	114	115	64	32	32	67	33	33
	Fast Food w/ Drive-Thru	3,500	934	1,736	159	81	78	114	59	55	73	37	36	50	26	24
	Retail	170,700	820	9,614	216	134	82	857	411	446	205	127	78	528	253	275
4 d	Retail Lot 1 (S)	23,260	820	2,632	64	40	24	225	108	117	61	38	23	80	39	41
4 e	Retail Lot 2 (N)	26,600	820	2,872	70	43	27	247	118	129	67	41	26	93	44	49
4 f	Multi-Family	303	220	1,960	152	30	122	184	120	64	149	29	120	180	118	63
4 g - h	Townhome	194	230	1,145	88	15	73	104	69	35	86	15	72	102	68	34
	SF Central	531	210	4,879	381	95	286	472	297	175	373	93	280	463	291	172
	SF North	305	210	2,930	223	56	167	287	181	106	219	55	164	281	177	104
	MUD 4 Total			35,876	1,787	800	987	2,942	1,515	1,427	1,522	666	856	2,058	1,086	972
	Sun Chase Total			94,133	5,622	2,283	3,339	7,696	4,146	3,550	4,798	1,867	2,930	5,642	3,144	2,498

\* Data taken from Trip Generation, 9th Ed., Institute of Transportation Engineers. All residential uses are shown as number of dwelling units.square feet.  
Convenience store is shown as number of fueling stations. All other uses are shown as gross square feet.

**EXHIBIT "B"****Phase Roadway Improvements**

Ph.	Location	Improvement	Total Cost	Site %	Site Cost
1A	Sun Chase Pkwy./Pearce Ln.	Traffic signal	\$165,000.00	1.000	\$165,000.00
	SH 71/Wolf Ln.	Traffic Signal	\$165,000.00	0.117	\$19,305.00
	Phase 1A Sub-Total		\$330,000.00		\$184,305.00
1B	Ross Rd. (East)/Pearce Ln./Los Cielos Blvd.	WB right turn lane	\$8,503.00	0.470	\$3,996.41
		EB right turn lane	\$8,503.00	0.470	\$3,996.41
		NB right turn lane	\$3,080.00	0.470	\$1,447.60
	Wolf Ln./Pearce Ln.	EB widened for 3 lanes	\$21,945.00	0.602	\$13,210.89
		WB widened for 3 lanes	\$21,945.00	0.602	\$13,210.89
	Sweet Pea Dr./Pearce Ln.	Traffic signal	\$165,000.00	1.000	\$165,000.00
	Phase 1B Sub-Total		\$228,976.00		\$200,862.20
2	SH 71/Wolf Ln.	EB SH 71 right turn lane	\$90,128.50	1.000	\$90,128.50
		WB SH 71 dual left turn lanes	\$167,640.00	1.000	\$167,640.00
		NB Wolf Lane widened to 4 approach lanes	\$82,830.00	1.000	\$82,830.00
	Linden Ln.	Traffic signal	\$165,000.00	0.754	\$124,410.00
	Ross Rd. (West)/Pearce Ln.	NB widened for separate L-R movements	\$28,215.00	0.538	\$15,179.67
		Traffic signal	\$165,000.00	0.538	\$88,770.00
	Ross Rd. (East)/Pearce Ln./Los Cielos Blvd.	WB right turn lane	\$16,775.00	0.471	\$7,901.03
		EB right turn lane	\$16,775.00	0.471	\$7,901.03
	Misu Dr./Wolf Ln.	Traffic signal	\$165,000.00	1.000	\$165,000.00
	Waterton Wave Dr./Wolf Ln.	Traffic signal	\$165,000.00	1.000	\$165,000.00
	Wateree Dr./Wolf Ln.	Traffic signal	\$165,000.00	1.000	\$165,000.00
	Wolf Ln./Pearce Ln.	EB dual left turn lanes	\$24,310.00	0.602	\$14,634.62
		WB widened to 5 lanes	\$24,310.00	0.602	\$14,634.62
		NB widened to 2 lanes	\$16,775.00	0.602	\$10,098.55
		NB 2 acceleration lanes with tapers	\$38,335.00	0.602	\$23,077.67
		SB widened to 5 lanes	\$33,165.00	0.602	\$19,965.33
	Phase 2 Sub-Total		\$1,364,258.50		\$1,162,171.01
	Total		\$1,923,234.50		\$1,547,338.21

\* Does not include improvements contractually obligated under the terms of the agreement with Travis County.